



Bulletin #2007-011 7 – November - 2007

Subject:
Rule changes for the 2008 season

Overview:
Effective 1/1/2008, the following rule changes will go into effect.

1. Add the following definition to Article 1.9:

Support Vehicle

Any vehicle used by any member of a competition team during any scheduled portion of the event (including official reconnaissance and service), other than the competition vehicle, is a support vehicle. Vehicles used simply to travel to the event, but not used during the event, are not support vehicles.

Rationale: The term Support Vehicle is used within the rulebook, but not formally defined. Now it is.

2. Remove Article 2.1.C.4.

Rationale: The Seed of Novice Drivers should advance as it does for other drivers, even as they work towards meeting the Novice License requirements.

3. Replace Article 4.4 with:

4.4 PROOF OF INSURANCE

Proof of insurance for the competition vehicle must be presented before the start of the event. Proof of insurance consists of a policy declaration form that lists one or more named insured individuals, one or more vehicles covered by the policy and the limits of coverage. The declaration must list either the entered driver or entered vehicle or both. If the entered driver is not listed as the named insured, permission of use from the named insured is required. If the vehicle is not listed as an insured vehicle, proof of ownership is required and, if the driver is not the owner, permission of use from the owner is required. If both the driver and the vehicle are listed, no additional documentation is required for proof of insurance.

Proof of ownership can be either the title/ownership certificate or current vehicle registration listing the registered owner. Permission of use can be an authorization statement made directly to the registrar or an authorization letter.

Proof of insurance for support vehicles (such as service trucks) must also be presented before the start of the event. Proof of insurance consists of a policy declaration form as above. Either one of the named insured on the policy must be the entered driver, co-driver or a registered member of the crew or permission of use for the support vehicle (as described above) is required. In lieu of an insurance policy declaration, a rental agreement for the vehicle is acceptable.

Add Article 6.4.B.5:

5. Vehicle Registration

All competition vehicles must be registered for road use. This may be indicated by valid license plate(s) attached to the vehicle and/or valid registration paperwork presented on request at scrutineering. In lieu of license plates and registration paperwork, a temporary road use permit affixed to the vehicle is acceptable.

Rationale: Rally America is primarily concerned with verifying that competitors have insurance. Also, many temporary vehicle registration forms are affixed to the competition vehicle and cannot be presented at registration. On the other hand, the car passes through scrutineering and vehicle registration can be verified there.

4. Add Article 5.8:

5.8. LABELING OF SAFETY EQUIPMENT

Where certification or licensing of safety equipment is required, the equipment must display an original unmolested label of certification or licensing. Equipment which has no certification or licensing label due to repainting or any other reason will not be accepted.

Rationale: Strictly speaking, this rule should not be necessary because altering the certification or licensing label invalidates the certification or licensing. This rule is being added as a reminder to competitors.

5. Delete the first sentence of Article 6.4.A.1.a:

Rationale: The requirement that the high beams and driving lights be capable of being turned on with a single switch was removed from the 2007 rulebook. Without this requirement, there is no need to for the driving lights to be on the rally car during scrutineering.

6. Replace Article 6.4.A.24 with the following:

24. Movable metal sunroofs and/or roof panels have been fixed in the closed position. Glass or plastic sunroofs and/or roof panels are not allowed. Glass or plastic sunroofs and/or roof panels shall have been replaced with metal attached by steel fasteners or welding and shall be fixed in the

closed position. The finished work must be of equal or greater strength than the permanent roof.

Rationale: Aluminum pop rivets used to attach roof panels have been failing to hold the roof panel in place during accidents, therefore their use in this application is now prohibited.

7. Replace the first sentence of Article 7.1.B with the following:
 - B. Practicing within a 100 mile radius of the event headquarters shall be banned for a period of 90 days prior to each rally with the following exceptions:
 1. Official practice or “shakedown” stages available to all competitors listed in the Supplemental Regulations.
 2. Official media or press stages sanctioned by Rally America.
 3. Reconnaissance available to all competitors listed in the Supplemental Regulations.

Add Article 7.3 as follows and renumber subsequent clauses:

7.3.RECONNAISSANCE

When a rally offers reconnaissance, the following rules apply:

- A. No performance rally competition vehicle may be used in the reconnaissance of the rally route.

Rally organizers may impose limits on the graphics, decals, or other artwork that may appear on the reconnaissance vehicle.
- B. The vehicle used for reconnaissance must have at least the minimum level of insurance as described in Article 1.6.C.
- C. All participants in the reconnaissance must sign the Rally America waiver.
- D. Participants in the reconnaissance must obey traffic local laws, including speed limits and exhaust sound limits. Rally organizers may establish speed limits for sections of the reconnaissance. Rally organizers may establish penalties for violations of traffic law or may apply the appropriate penalties described in Article 8.2.
- E. Rallies that let competitors create new pace notes (as opposed to annotating the stage notes or route books) must offer pace notes training and should offer two-pass reconnaissance.

Rationale: Several rallies are now offering reconnaissance to competitors. Some elements of reconnaissance should be standardized between events.

8. Add Article 7.3.J as follows:

J. Average Speed

1. On any stage which is not a track designed for automobile racing, a

competitor who exceeds an average speed of 80 MPH will be scored with a time equivalent to an 80 MPH average, rounded up to a whole second.

2. All other competitors will be scored normally.
3. Any stage where an 80 MPH average has been exceeded which is not on an automobile racing track, will not be used in succeeding years unless significant changes have been made in order to reduce the average speed below 80 MPH.
4. The distance to be used for calculating the average speed shall be from the start line to the flying finish of the stage.

Rationale: Rally America wishes to discourage rallies from using very fast special stages or encourage them to modify very fast sections of stages to reduce speed. The FIA rules (the General Prescriptions Applying To All FIA Rally Championships, Trophies, Challenges or Cups) restrict the maximum average speed on rally special stages to 130 km/h (80.8 MPH).

9. Replace Article 7.4.D.3 with the following:

At the ATC at the end of a transit section, the marshal shall enter on the time card the check-in time of the competitor, and also the ideal starting time for the following special stage. The marshal will allow a minimum of three minutes between these times, and the competitors must be ready to start at that time.

Rationale: A minimum amount of time between ATC check-in and stage start will now be given in order to allow competitors to fit safety equipment and allow officials to verify that the equipment is properly fitted. Also, the clause describing the start interval has been removed because it was incomplete and in conflict with Article 1.7.E.5.

10. Add Article 7.4.G.4 as follows:

4. A Regrouping Control should follow service, not precede service.

Rationale: Regrouping Controls should follow service in order to allow sufficient time and opportunity to reseed the field.

11. Change Article 7.10.A as follows:

A. Definitions

1. Servicing is defined as either any repair or maintenance of a competing vehicle by any service crew personnel; or repairs or maintenance of a competing car by the driver and/or co-driver using items not carried in the competing car.
2. Unplanned assistance by anyone other than a service crew will be permitted at any point along the rally route, except as forbidden in Parcs Fermé, Control Zones, etc. Accepting help from the sweep crew is therefore allowed.

3. Unplanned assistance may not include refueling. Refueling may only occur in a fuel depot or approved location on the route as stated in the Supplementary Regulations.

Add Article 7.10.J as follows:

J. Fuel Depot

1. Any refueling must be performed at a fuel depot or other location named in the Supplementary Regulations.
2. The fuel depot must be at least 40 feet from the nearest vehicle being otherwise serviced.
3. Event organizers may locate the fuel depot(s) inside a service area (subject to Article 7.10.J.2 above) and allow refueling during the service period or they may locate the fuel depot(s) outside the service area and allow refueling during transits that pass the fuel depot(s).

Rationale: For safety reasons, refueling is being restricted to controlled fuel zones. Events that wish to also allow refueling at service stations during the rally may specify this in their Supplementary Regulations.

12. Replace the last paragraph of Article 9.6.D.4 with the following:

Regional championship points will not be awarded for finishing positions where the competitor in that finishing positions is either not registered for a regional championship and/or not eligible to compete in a regional championship.

Rationale: The original wording of this clause was ambiguous and has been rewritten to more clearly communicate the rule.

13. The Group N Class and all of the rules that implement that class are removed as indicated below.

- The FIA Group N Category is deleted from the table in Article 10.1.
- The second paragraph of Article 10.1.A is deleted.
- The list of classes subject to age limits in Article 10.1.E is now empty.
- The Group N entry in the table in Article 10.1.I.1 is deleted.
- Article 10.2.A is deleted in its entirety.

Rationale: Under Bulletin 2007-002, benchmarks were established in order for the Group N Class to continue to be a recognized Rally America class. Group N failed to meet those benchmarks and is thus being removed.

14. Remove the following multipliers from the table in Article 10.2.C.6 - three valves per cylinder, four valves per cylinder and variable cam timing. Also, the example of the application of multipliers will be rewritten to no longer use the multipliers being removed.

Rationale: These multipliers are being removed because the associated features,

while once only being available on high performance cars, are now commonly available on some base model cars. Also, in order to promote increased participation in Production Class, these rule changes are intended to allow more makes and models to be eligible for the class.

15. Add the following introductory paragraph to APPENDIX 1:

THESE STANDARDS ARE FOR EXISTING VEHICLES ONLY. NEW ROLL CAGES CONSTRUCTED TO THESE STANDARDS WILL NOT BE ACCEPTED.

Rationale: There have been several instances of competitors confused concerning the applicability of Appendix 1. This change is intended to clarify its applicability.

Questions regarding this bulletin received by Rally America from licensed Drivers and Co-Drivers will be answered in writing.